THE PARTY BYELVES YELFTER PRINCIPLE HERE MODELLY, LEFTHINGS, 14, 1867

AN EMPEROR'S OUTFIT. A curious letter of Napoleon I has been brought to light in the last volume of his cor-respondence, just published, which shows how precise his ideas were on the subject of clothing in a rather unexpected way. It is addressed, under date August, 1811, to General Duroc, Grand Marshal of the Palace, and instructs him to act for the time as keeper of the imperial wardrobe, and to order a fresh supply of the articles required by the Emperor. A list in full, in the Emperor's own band, is annexed. The Emperor orders his outfit in full detail—the number of articles, the price, and the date of delivery being stated with astonishing minuteness. Imprimis: two grenader's and two chasseur's coats with epaulets; each is to cost that seems to as will epaulets; cach is to cost that say, but each must hast three years; two hunting suits, one for coursing and one for shooting, each £27; two frock coats, price £8 each; four degen pairs of breeches and the same number of white waistcoats, to cost £143—all likewise to last three years. Then we have the underclothing. The Emperor orders, among other things, four dozen flannel vests, four dozen shirts, and the same number of handkerchiefs, to be worn at the rate of one a week, but to last three years; two dozen cravats, one a fortnight, to last six years; and a dozen black stocks, one a month. Then he orders boots and shoes and four hats per annum, the total of the little bill being £565. The other story is of

LOUIS NAPOLEON AT SCHOOL. The Journal de Frantfort publishes the following:- 'A certificate of studies has been communicated to us, which was delivered at the expiration of the balf-year 1821-22 to the future Emperor Napoleou III, who was at that time in the first class of the College of Sainte-Anne, at Aug-burg. The document is as follows:—'No. 21. Prince Charles Jouis Napoleon, son of the Duke de Saint-Leu, of Rome; born at Paris; belonging to the Catablic religion; aged four-teen years and five manths; gifted with many good qualities, in the development of which he has labored with much zeal, so that he has made good advancement in the German language, in Latin, and in arithmetic, and pretty good in Greek and history-in general, therefore, considerable progress. His quiet manner towards his fellow-pupils is deserving of praise, as also the respect and gratefulness with which he has accepted even disagreeable tasks. He has the twenty-fourth place; the difficulties of German language, of which he is not yet master, have prevented him from taking a higher rank. Besides, he is publicly commended, and he can pass into a superior class.' The certificate for the preceding six months says:- The pupil possesses an ardent feeling for all that is elevated, good, and beautiful; he would have made great progress it illness had not on seve-ral occasions prevented him from attending the

The Pitcairners on Norfolk Island. The Honolulu Friend, for July, has a letter from one of the old Picairn Islanders, named John Buffett, who is not himself a descendant, but who married a daughter of one of the original mutineers of the ship Bounty. It will be recollected by our readers that all the inhabitants (about two hundred) of Pitcairu's Island were removed by the British Government to Norfolk Island, after that island was abandoned as a penal settlement. Some of them, however, were so dissatisfied with the change that they chartered a schooner and returned to their old home on Pitcairn's Island, where they are now living.
Mr. Buffett utterly denies the charges which

have been put in circulation by the Sydney Morning Herald, as to the lapse of these people into the degradation of heathenism in their new He writes, under date of February 7th:

"We are now getting on very well. We ob-tained about two hundred and forty barrels of humpback oil this year, and last year about three hundred and fifty barrels. We export pheese and butter, and should get on very well if they would leave us alone; but they want to civilize us, and we find it a great deal better to be semi-civilized, as we do not find so much requery in the latter at in the former state. When we came here we were officially informed that the land, with seven hundred acres, as glebe land, was ours, and the sheep and cattle also; but we soon found to the contrary, for the sheep were taken from us, and all the cattle we had not marked, and we now understand that a thousand acres of the best land on the island is sold, or to be sold to the Bishop of Melenesia, and we have nothing to say in the matter. Some time ago we advo-cated that the Bishop should have a branch school on the island, we supposing that at most he would not want more than two hundred acres, but judge of our surprise when we heard of his having a ninth part of the island."

Alexandre Dumas and Louis Napoleon Confreres.

M. Alexandre Dumas, desiring to give to one of his novels—"Les Blancs et les Bleus" —a tone of historical accuracy in the details, applied to one of the public libraries of Paris to have communicated to him all the documents connected with the thirteenth Vendemaire. His applica tion was refused, on which he addressed the subjoined letter to the Emperor Napoleon III:-"Illustrious Confrere:- When you undertook to write the life of the conqueror of the Gauls, all the libraries were eager to place at your disposal the documents which they contain. result is a work superior to others, in the cir-cumstance that it brings together the greatest number of historical documents. Engaged at the present moment in writing the life of another Cresar, named Napoleon Bonaparte, I rerequire documents relating to his appearance on the scene of this world. In brief, I should like to have all the pamphlets which the thirteenth Vendemaire brought torth. I have asked for them at the library; they have been refused. There remains to me no other means than to apply to you, my illustrious confrere, to whom nothing is refused, to beg you to ask for these works in your own name, at the library, and to be good enough, when you shall have received them, to place them at my disposal. If you will be so kind as to grant this request, you will have rendered me a service which, in a literary sense, I shall never forget. I have the honor to be, with respect, illustrious author of the 'Life of Casar,' your very humble and most grateful onfrere. ALEXANDRE DUMAS."
The next day the writer received, through M. Duruy, the pamphlets asked for.

Decline in the Service of Juggernaut. The Calcutta correspondent of the London Times, writing July 18, says that the great car jestival of Juggernaut at Pooree no longer draws together such fearful crowds of devotees as it did formerly. He says:—
"Take the Juggernaut Poojab at Serampore,

Take the Juggernant Poolab at Serampore, which is second in popularity to that of Pooree. In 1864 you recorded how one of the cars ran over six worshippers, killing four. This year the crowds were much less than usual, and consisted chiefly of women and children. One of the two cars was not dragged at first, because the records would not send the records. the people would not assist in an act generally considered as giving salvation, until the priest raised a sum of money to hire men to do the

"The car was dragged a little distance after heavy expenditure. It is a ponderous erection on ten paus of wheels, each made of one enormous piece of wood. The painted block which does duty for Juggernaut is in a tower on the top, and the other turrets are filled with priests, who along expends atrike bells, best dragger. top, and the other turrets are filled with priests, who clang cymbals, strike bells, beat drams, blow conch-shells, and infuriate or amuse the people with obscene exhortations in a truly devilish fashion. All this in the midst of a fair on the main road to Calcutta, at the entrance to the Christian village founded by Carey. Marshiosu, and Ward, from which native evangelists go forth preaching to the crowds."

PROBOGATION .- By the new law, the Queen is authorized to prorogue Parliament without any subsequent writ or commission. Her proclamation is hereafter to be taken as sufficient notice that Parliament stands prorogued to the day and place named in it.

RAILROAD LINES.

READING RAILROA
FROM PRILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUBQUEHANNA, CUMBERLIAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL, Streets, Philadelphia, at the following house:—

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets. Philadelphia, at the following hours:

MORNING ACCOMMODATION.

At 730A. M., for Reading and intermediate Stationa, Returning, leaves Reading at 630 P. M., arriving in Philadelphia at 910 P. M.

MORNING EXPRESS.

At 815 A. M., for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamagua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carilale, Chambersburg, Hagerstown, etc. etc.

This train connects at READLING with East Pennsylvania Ratiroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., and the Lebanon Valley train for Harrisburg, etc., at HARRISBURG Lock Haven, Elmira, etc., at HARRISBURG Lock Haven, Elmira, etc., at HARRISBURG Schujikili and Suaquehanna Ifains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at 8:30 P. M., for Reading Pottaville, Harrisburg, etc., connecting with Reading and Columbia Ratiroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION

Leaves Pottstown at 8:20 A. M., stopping at Internediate Stations, arrives in Philadelphia at 8:30 P. M.; arrives in Pottstown at 8:35 P. M., Returning, leaves Philadelphia at 6:30 P. M.; arrives in Pottstown at 8:35 P. M., arriving in Philadelphia at 10:15 A. M.

READING ACCOMMODATION

Leaves Reading at 7:30 A. M., stopping at all way stations, arriving at Philadelphia at 5:00 P. M.; arrives in Reading at 7:45 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Fottaville at 8:45 A. M., arriving in Philadelphia at 6:00 P. M., Pottaville at 7:45 P. M., arriving in Philadelphia at 6:00 P. M., Pottaville at 7:45 P. M., arriving in Philadelphia at 6:00 P. M., Pottaville at 7:45 P. M., arriving in Philadelphia at 6:00 P. M., Connecting at Reading with Alternoon Leaves Reading at 7:15 A. M., and Harrisburg at 7:16 P. M., Connecting at Reading with Alternoon

HARRISBURG ACCOMMODATION
Leaves Reading at 7:15 A. M., and Harrisburg at 4:16 P. M. Connecting at Reading with Asternoon accommodation south at 6:30 P. M., arriving in Philadelphia at 9:10 P. M. Market train, with passenger car attached, leaves Philadelphia at 12:45 noon for Pottsville and all way stations. Leaves Pottsvilleat 7:08 A. M. for Philadelphia and all way stations,
All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 5:00 A. M., and Philadelphia at 3:11 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 4:28 P. M.

CHESTER VALLEY RAILROAD.

P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., and 5:00 P. M. trains from Philadelphia, returning from Downingtown at 6:10 A. M. and 1:00 P. M.

M. and 1:00 P. M.

NEW YORK EXPRESS FOR PITTSBURG ANI THE WEST

Leaves New York at 9 A. M. and 5 and 8 P. M. passing Reading at 1:00 A. M. and 1:50 and 10:06 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pitisburg, Chicago, Williamsport, Elmira, Baltimore, etc. Heturning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 8:45 A. M. and 9 P. M., passing Reading at 4:4 and 10:30 A. M., and 4:52 and 10:30 A. M., and 4:50 and 5:30 P. M. Sleeping.cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2:n P. M. Mail train for Harrisburg leaves New Yorl at 12 M.

SCHUYLKILL VALLEY RAILBOAD. SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7 and 11:20 A. M., and 7:11 P. M., returning from Tamsqua at 7:25 A. M. and 1:46 and 4:15 P. M. A. A. D. SUSQUEHANNA RAILROAD S. HUYLKILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 750 A. M. for Pinegrove and Harrisburg, and 1750 P. M. for Pinegrove and Harrisburg, and 1750 P. M. for Pinegrove and Tremont, returning from Harrisburg at 320 P. M., and from Tremont at 725 A. M. and 525 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

all the principal points in the North and West and Canada.

Excursion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Pottstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediate stations, by Reading and Pottstown Accommodation trains, at reduced rates.

The following tickets are obtainable only at the office of B. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS. General Superintendent, Reading:

COMMUTATION TICKETS

At 25 per cent. discount, between any points desired for families and firms.

MILEAGE TICKETS,

Good for 2000 miles between all points, \$5250 each

Good for 2000 miles between all points, \$52.50 each for ismilles and firms.

SEASON TICKETS,

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGY MEN

Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets,
FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS
Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

MAILE
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M.

2.7.007H PENNSYLVANIA RAILROAD.

NORTH PENNSYLVANIA RAILROAD,-

ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Manch Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, and all points in the Lehigh, Mahanoy City, Mount Carmel, and all points in the Lehigh, Mahanoy City, Mount Carmel, and all points in the Lehigh, Mahanoy City, Mount Carmel, and Lehigh and Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

BUMMER ARRANGEMENT.
NINE DAILY TRAINS.
On and after WEDNESDAY. May 8, 1897, Passenger trains leave the New Depot, corner Berks and American streets, daily (sundays excepted), as follows:—At 7.45 A. M.—Morning Express for Bethlehem and Priocipal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad, for Allentown, Catasanqua, Shatington, Mauch Chunk, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming valleys: also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawissa Railroad, for Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 11'55 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 8'45 A. M.—Accommodation for Doylestown, stop-

and points on New Jersey Central Railroad to New York.

At 8-55 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road.

At 10-15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 1-25 P. M.—Express for Bethlehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mainnoy City, Centralia, Shenandoah, Mount Carnel, and all points in the Miahanoy and Wyoming Coal regions, Passengers for Greenville take this train to Quakertown.

Passengers for Greenville take this train to Quakertown.

At 2:45 P. M.—Accommodation for Doylestown,
stopping at all intermediate stations. Passengers take
stage at Doylestown for New Hope; at North Wales
for summeytown.

At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for
Willow Grove, Hatboro, and Hartsville, take stage
at Abington; for Lumberville at Doylestown.

At 5:26 P. M.—Through accommodation for Bethleiem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh
Valley Evening train for Easton, Allentown, and
Mauch Chunk.

At 6:20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11:30 P. M.—Accommodation for Fort Washington.

Ington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem, at 9'15 A. M., 2'05 and 8'40 P. M., 2'05 P. M., train makes direct connection with Lebigh Valley trains from Easton, Wilkesbarre, Mahanoy (ity, and Hasleton, Passengers leaving Easton at 11'20 A. M. arrive in Philadelphia at 2'05 P. M., Passengers leave Wilkesbarre at 1:30 P. M., connect at Bethlehem at 6'15 P. M., and arrive in Philadelphis 1:1'10 P. M.

at Bethlehem at 615 P. M., and arrive in Philadelphis
ii 10 P. M.
From Doylestown at 625 A. M., 540 P. M., and
40 P. M.
From Lansdale at 7:30 A. M.
From Fort Washington at 11:50 A. M. and 3:05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2:45 P. M.
Doylestown to Philadelphia at 7:20 A. M.
Bethlehem to Philadelphia at 7:20 A. M.
Bethlehem to Philadelphia at 7:20 A. M.
Bethlehem to Second and Third Streets line and
Union line run within a short distance of the Depot.
Tickets must be produced at the Ticket Office in
order to scure the lowest rates of fare.
Tickets soin and Eaggage checked through to principal points at Mann's North Pennsylvania Baggage
Express Office,
11

ANNAMESSIC SHORT LINE AND

United States Mail Route to the South and Southwest. On and after JULY 8, trains will leave Depot Philadeiphia, Wilmington, and Ealtimore Railroad, BROAD
birset and WASHINGTON Avenue, at II P. M., connecting closely with Express trains for the principal
cities bouth, including Wilmington, N. C., Goldsboro
Newbern, Charleston, Savannah, Raisigh, Charlotte,
Columbia, Macon, Angusta, Montgomery, Mobile,
New Orleans, and Intermediate points.
For tickets and information inquire at Offices, Nos
#11 and #82 CHESNUT Street, or at Depot, BROAD
btreet and WASHINGTON Avenue.

[7 1 km]
H. V. TOMPEINE, General Agent, Norfolk, Va.
C. I. TROWERIDGE, General Passenger Agent.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RILROAD SUMMER TIME, TAKING EFFECT JUNE 2, 1867, The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Ches-nut and Walnut Streets Railway run within one Market Street Passenger Railway. Those of the Ches-aut and Wainut Streets Railway run within one square of it.

On Sundays—The Market Street cars leave Proma and Market Streets thirty-five minutes before the departure of each train.

Sleeping Car Tickets can be had on application at the Ticket office, N. W. cor. Ninth and Chesnut atreets. Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 901 Chesnut street, or No. 1 South Eleventh street, will receive attention.

5 40 P. M. 7 30 P. M. 7 30 P. M. 9 00 P. M. 11 15 P. M.

| TRAINS ARRIVE AT DEPOT, VIZ.:
Chechnati Express.	716 A. M.
Philadelphia Express.	716 A. M.
Eris Mail	710 A. M.
Facil Accommodation No. 1	8-20 A. M.
Parkeaburg Train	9-20 A. M.
Lancaster Train	12-40 F. M.
Fast Line and Eric Express	170 P. M.
Paoli Accommodation, No. 2	4-10 P. M.
Paoli Accommodation, No. 8	7-00 P. M.
Paoli Accommodation, No. 8	7-00 P. M.
Paoli Accommodation	9-50 P. M.
Parishurg Accommodation	9-50 P. M.
JOHN C. ALLEN, Ticket Agent,
No. 501 CHESNUT Street.

BAMUEL H. WALLACE,

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

At 5 P. M., via Camden and Amboy, Express 300
At 5 P. M., via Camden and Amboy, Ac. fist class, 225
Commodation and Emigrant 20 diass, 1250
At 8 A. M., 2. 5 and 6 P. M., for Mount Helly, Ewansville, Pemberton, Birmingham, and Vincentown,
At 5 A. M. and 2 P. M., for Freehold,
At 5, 8 and 10 A. M., 2 and 4 P. M., for Trenton,
At 5, 8 and 10 A. M., 1, 2, 4, 5, 6, and 11 30 P. M., for
Eordentown, Burlington, Beverly, and Delanco,
At 5 and 10 A. M., 1, 2, 4, 5, 6, and 11 30 P. M., for
Fiorence.

lorence. At 5 and 10 A. M., 1, 4, 5, 6, and 11:30 P. M., for Edgeater, Riverside, Riverton, and Palmyra. At 5 and 10 A. M., I. 4, 6, and 11 80 P. M., for Fish The 1 and 11'30 P. M. Lines leave from Market treet Ferry, upper side.
LINES FROM KENSINGTON DEPOT

will leave as follows:—
At ll A. M., 430 P. M., and 12 P. M. (night), via Kennington and Jersey City, New York Express Lines. ington and Jersey Char. 2.30, 3.30, 4.30, 5, and 12 P. M., At 8, 10.15 and 11 A. M., 2.30, 3.30, 4.30, 5, and 12 P. M., or Trenten and Bristol.

At 8 and 10 15 A. M., 2 30, 5, and 12 P. M., for Morristile and Tullytown.

At 8 and 10 15 A. M., 2 30, 4 30, 5, and 12 P. M., for

At 8 and 10·16 A. M., 2·30, 4·30, 5. and 12 P. M., for Scnencks.

At 10·15 A. M., 2·30 and 5 P. M., for Eddington.

At 7·30 and 10·15 A. M., 2·30, 4, 5, 5, and 12 P. M., for Cornwell's, Torresdate, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

BELVIDERE DELAWARE BAHLROAD LINES, From Kensington Depot.

At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghamton. Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc., etc. At 8 A. M. and 3:30 P. M. for Belvidere, Easton, ambertville, Flemington, etc.
The 3:30 P. M. Line connects direct with the Train eaving Easton for Mauch Chunk, Allentown, Bethlem, etc. At 5 P. M. for Lambertville and intermediate Sta-

Lines from West Philadelphia Depot, via Connect-Annes from West Philadelphia Depot, via Connecting Rallway, will leave as follows:—
At 1:40 A. M., and 1:30 and 6:30 P. M. Washington and
New York Express Lines, via Jersey City, Fare, \$3-25.
The 1:30 A. M. and 6:30 P. M. Lines will run dally.
All others, Sunday's excepted.
July 15, 1857.
WM. H. GATZMER, Agent, PHILADELPHIA AND ERIE RAILROAD.

SUMMER TIME TABLE.
Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Dil Region of Pennsylvania.
ELEGANT SLEEPING CARS on all Night Trains, On and after MONDAY, April 29, 1887, the trains on the Philadelphia and Eric Baltroad will run as follows:

Mail Train leaves Philadelphia

" leaves Williamsport.

" arrives at Eric.
Eric Express leaves Philadelphia.

" arrives at Eric.

leaves Williamsport.

" arrives at Eric.

Elmira Mail leaves Philadelphia.

" leaves Williamsport.

" leaves Williamsport.

" arrives at Lock Haven.

EASTWAED. 8 '00 A. M. 6 '45 P. M. 8 '10 P. M. Mail Train leaves Eric.

" leaves Williamsport.

" arrives at Philadelphia...
Eric Erress leaves Felia General Superinte

PHILADELPHIA, GERMANTOWN, AND

TIME TABLE,
On and after Wednesday, May 1, 1887.
FOR GERMANTOWN,
Leave Philadelphia 6, 7, 8, 9:05, 10, 11, 12 A. M. 1, 2,
35, 35, 4, 45, 556, 6:10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 756, 8, 8:20, 9, 10, 11, 12 A. M.
1, 2, 8, 4, 48, 6, 656, 7, 8, 9, 10, 11, 12 P. M.
The 920 Bown Train and 356 and 58 Up Trains will
not stop on the Germantown Branch,
ON SUNDAYS.

The \$20 Down Train and \$54 and 554 Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia \$54 A. M. 2, 7, 10% P. M.

Leave Germantown \$54 A. M. 1, 6, 9% P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M. 2, 3%, 5%, 7, 8 and 11 P. M.

Leave Chesnut Hill 7-10, 6, 940, and 11-50 A. M. 1-40, 1-40, 5-40, 6-40, 8-40, 8-40 P. M.

Leave Philadelphia 9% A. M. 2 and 7 P. M.

Leave Chesnut Hill 7-50 A. M. 12-40, 5-40, and 9-25 P. M.

Leave Chesnut Hill 7:50 A. M. 12:40. 5:40, and 9:25 P. M.
FOR CONSHOHOUKEN AND NORRISTOWN,
Leave Philadelphia 6, 7:26, 9, and 11:05 A. M. 126, 8, 126, 5:26, 5:36, 5:40, and 11:29 P. M.
Leave Norristown 5:40, 7, 7:50, 9, and 11 A. M. 126, 8, 126, 6:26, and 826 P. M.
Leave Philadelphia 2 A. M., 2:30 and 7:15 P. M.
Leave Philadelphia 9, 7:26, 9; and 11:05 A. M. 126, 3, 126, 5:36, 6:36, 5:05, 5:36, and 11:36 P. M.
Leave Philadelphia 6, 7:36, 9, and 11:05 A. M. 126, 3, 126, 5:36, 6:36, 5:05, 5:36, and 11:36 P. M.
Leave Manayunk 6:19, 7:36, 8:20, 9:36, and 11:36 A. M. 2
8:36, 5:36, 9, and 10:36 P. M.
Leave Philadelphia 9 A. M. 23:46 and 7:47 P. M.
Leave Manayunk 7:36 A. M. 6 and 9:36 P. M.
W. S. WILSON, General Superintendent,
B. Depot, NINTH and GREEN Streets.

TOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).

NCommencing TUESDAY, September 3, 1867.

4-6-6 P.M. Cape May, Passenger.

RETURNING TRAINS LEAVE CAPE ISLAND.

9.0-6 A.M. Morning Mail.

The SUNDAY MAIL and PASSENGER TRAIN leaves Philadelphia at 7-60 A.M., returning leaves Cape Island at 5-60 P.M.

Commutation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company, Camden, N. J.

Through tickets at he procured at No. 328 Chesnna street (under the Continental Hotel). Persons purchasing tickets at his office can have their naggage checked at their residences.

purchasing tickets at this office can have their baggage checked at their residences.

WEST JERSEY RAILROAD LINES,
from foot of MARKET Street (Upper Ferry),
Commencing TUESDAY, September 3, 1997.
800 A. M. Morning Mail, for Bridgeton, Salem
Millyfile, Vineland, and intermediate stations,
300 P. M. Bridgeton and Salem Passenger,
400 P. M. Cape May Passenger,
600 P. M. Woodbury Accommodation.
Cape May Freight leaves Camden at 920 A. M.
West Jersey Freight Train leaves Camden at 1150
A. M.
Freight will be received at Second Covered Wharf A.M.
Freight will be received at Second Covered Wharf
below Walnut street, from 7:00 A. M. until 5:00 P. M.
Freight received before 9:00 A. M. will go forward the
same day.
Freight Delivery. No. 228 S. DELAWARE Avenue
7:2 tf WILLIAM J. SEWELL, Superintendent,

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RALLEGAD,
TIME TABLE,
Commencing MONDAY, July 8, 1867, Trains will leave Depot, corner BROAD Street and WASH INGTON Avenue, as follows:
Way Mail Train at 820 A. M. (Sundays excepted for Baltimore, stopping at all regular stations. Cornecting with Delaware Hailroad at Wilmington for Crisfield and Intermediate stations.
Express Train at 1150 A. M. (Sundays excepted) for Baltimore and Washington.
Express Train at 220 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elston, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's, and Stemmer's Run.
Night Express at 11'09 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Raliroad Line, stopping at Newcastle, Middletown, Clayton, Dover, Rarrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.
Passengers for Fortress Mouroe and Norfolk via Pallimore will take the 11'00 P. M. Train.

Stopping at all Stations between Philadelphia and Wilmington.
Leave Philadelphia at 12'30, 2'00, 4'30, 6'00, and 11'20.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12:50, 2:00, 4:30, 6:00, and 11:20 (daily) P. M. The 4:30 P. M. Train connects with Delaware Ballroad for Milford and intermediate stations. The 6:00 P. M. Train runs to New Castle.

Leave Wilmington 6:30, 7:15 and 8 A. M., 4:00 and 8:30 (daily) P. M. The 7:15 A. M. Train will not stop at antions between Chester and Philadelphia;

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltmore 7:25 A. M., Way Mall. 5:25 A. M., Express, 2:15 P. M., Express, 6:35 P. M., Express, 8:35 P. M., 8

SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 8:50 P. M., stopping at Havre de-Grace Perryville, and Wilmington. Also atops as Northeast, Elixton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and as Chester to leave passengers from Washington or Baltimore.

Through Tickets to ail points West, South, and Southwest, may be procured at the Ticket Office, No. 528 CHESNUT Street, under the Continental Hotel, where also state-rooms and beaths in sleeping care can be secured during the day. Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transier Company. ence by the Union Transier Company, H. F. KENNEY, Superintendent,

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENT.
On and after MONDAY, June 24, 1807, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows:—
Leave Philadelphia for West Chester, at 7:15 A. M.,
11 A. M., 730 P. M., 415 P. M., 430 P. M., 740 P. M., and
10:30 P. M.
Leave West Chester for Philadelphia, from Depo.
on East Market street, at 6:15 A. M., 7:15 A. M., 7:30
and 10:45 A. M., 1:35 P. M., 4:50 and 6:50 P. M.
Trains leaving West Chester at 7:20 A. M., and leaving Philadelphia at 4:50 P. M., will stop at B. G. Junction and Media only.
Passengers to or from stations between West Chester at 7:15 A. M., and going west
will take train leaving Philadelphia at 4:50 P. M., and
iransfer at B. C. Junction.
Leave Philadelphia for Media at 5:30 P. M.
Stopping at all stations.
The Market Street cars will be in waiting, as usual,

Leave Media for Printidespins at 5 to 7, in.

Stopping at all stations.

The Market Street cars will be in waiting, as usual, at Thirty-first and Market streets, on the arrival of each train, to convey passengers into the city; and for lines leaving the Depot take the cars on Market street, the last car connecting with each train leaving Front and Market streets thirty minutes previous to decaring. parture. The Chesnut and Walnut Street cars connect with

The Chesnut and Walnut Street cars connect with all of the above trains, carrying passengers down Chesnut street, past the principal hotels and the Camden and Amboy RR. office, at Walnut street wharf, passing out Walnut street to the depot,

ON SUNDAYS,
Leave Philadelphia at 850 A. M. and 2 P. M.
Leave West Chester at 745 A. M. and 5 P. M.
The cars on Market street will connect with all Sunday trains, both ways, as naual, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 745 A. M. and 450 P. M., connect at B. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points.

Passengers are allowed to take wearing apparel only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

4329 General Superintendent, General Super

SHORTEST ROUTE TO THE SEA-SHORE!
CAMBEN AND ATLANTIC RAILROAD.
On and after MONDAY, September 2, 1867, trains will leave VINE Street Ferry, as follows:— Mail 730 A. M. Freight, with Passenger Car attached 915 A. M. Atlantic Accommodation 415 P. M. Mail BETURNING—LEAVES ATLANTIC

DHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—Summer Arrangementa. On and after SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 7:15 A. M. and 4:56 P M.

Leave Rising Sun at 5:15 and Oxford at 6:03 A. M. and leave Oxford at 3:25 P. M.

A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 1:75 A. M., Oxford at 12:00 M., and Kennett at 1:06 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2:30 P. M., run ding through to Oxford.

The Train leaving Philadelphia at 7:15 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county. Returning, leaved Peach Bottom to conpect at Oxford with the Afterboon Train for Philadelphia.

The Train leaving Philadelphia at 4:50 P. M., runs to Rising Sun, Md.

Passengers allowed to take wearing apparel only as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same, 5 112 DHILADELPHIA AND BALTIMORE CEN

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND PENNS BOILER WORKS.—NEAFIE & LEVY'
PRACTICAL AND THEORETICAL ENGINEERS MACHINISTS, BOILER-MAKERS, BLACK-SMITHS, and POUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, from Botters, Water Tanks, Propellers, etc. etc. respectfully offer their services to the public as being fully prepared to contract for engines of all bises, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fire, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings of all sizes and kinds: Iron and Brass Castings of all descriptions; Roll Tarning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment tree of charge, and work guaranteed.

The subscribers have ample wharf-dock room for

at the calculations and the care of the subscribers have ample wharf-dock room for The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety and are provided with shears, blocks, falls, etc. for raising heavy or light weights.

JACOB C. NEAFIE, JOHN P. LIEVY.

BEACH and PALMER Streets,

J. VAUGHAN MERRICK, WILLIAM H. MERRICH

J. VAUGHAN MERRICK, WILLIAM R. MERRICK JOHN E. COPE.

OUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
MACHINISTS, MACHINISTS,
MACHINISTS, MACHINISTS, MACHINISTS, MACHINISTS, MACHINISTS, MACHINISTS, MACHINISTS, MACHINISTS, MACHINISTS, MACHINISTS, GRADMETERS, TANKS, Iron Boats, etc.
Castings of all kinds, either from or brass, Iron Frame Roofs for Gas Works, Workshops, and Railroad Stations, etc.
Retoris and Gas Machinery, of the latest and most improved construction. inproved construction.

Every description of Piantation Machinery, and
Every description of Piantation Machinery, and
Sugar, Saw, and Grist Mills, Vacuum Pans, Open
Sugar, Faths, Defecators, Fitters, Pumping En-

Steam Strains, Sines, etc.
Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Appinwall & Woolsey's Patent Centrifugal Sugar Draining Machine. BEIDESBURG MACHINE WORKS

We are prepared to fill orders to any extent for our well-known
MACHINERY FOR COTTON AND WOOLLEN
MILLS,
Including all recent improvements in Carding, Spin
uing, and Weaving.
We invite the attention of manufacturers to our extensive works.

ALFRED JENES & SON;

CITY OF WASHINGTON-Wednesday, September 25
CITY OF PARIS SAturday, September 25
CITY OF PARIS SAturday, September 26
CITY OF PARIS SAturday, September 26
CITY OF NEW YORK Wednesday, October 5
CITY OF NEW YORK Wednesday, October 5
And each succeeding Saturday and Wednesday, at moon, from Pier No. 45. North River.

RATES OF PASSAGE

By the mail steamer saling every Saturday.

Fayable in Gold. Payable in Currency
First Cabin. 105 To London. 25
To London. 105 To London. 35
To Paris. 450
To Paris. 450
Fassage by the Wednesday Steamers:—First Cabin, \$120; Steerage, \$30. Payable in U. S. Currency.

Passengers also forwarded to Havre, Hamburg, Bremen, 81c, at moderate rates.

Steerage passage from Liverpool or Quoenstown, \$40
Currency Tickets can be bought here by persons sending for their friends.
For further information apply at the Company's offices.

JOHN G. DALE, Agent.

No. 15 BROADWAY, N. Y.,

or No. 41 CHESNUT St., Philadelphia.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-

FOR NEW ORLEANS, LA. FOR NEW ORLEANS, LA.

JUNIATA. 1215 tons. Captain P. F. Hoxle.
TIOGA. 1075 tons, Captain J. T. Morse.
STAR OF THE UNION, 1676 tons, Captain T. H.
COGESSY.
The JUNIATA will leave for New Orleans on SATURDAY, Sept., 21, at 8 o'clock A. M., from Pier 18
South Wharves.
The TIUGA will leave New Orleans for this port
September 21. September 21.
Through bills of lading signed for freight to Mobile,
Cairo, St. Louis, Louisville, and Cincinnati.
Agents at New Orleans, Croevy, Nickerson & Co.
WILLIAM L. JAMPS, General Agent,
CHAS. E. DILKES, Freight Agent,
411]
No. 314 S. Delaware avenue,

PHILABELPHIA, EICHMOND,
AND NORFOLK STRAMSHIP LINE.
THROUGH AIR LINE TO THE SOUTH
AND WEST
THROUGH RECKIPTS TO NEWBERN.
Also all reduct in North and South Carolina, via

THROUGH RECKIFTS TO AN ACCOUNT. Also all points in North and South Carolina, via Seaboard and Roanoke Railroad, and to Lynchburg, Va., Tennessee and the West, via Norfolk, Petersburg, South-Side Railroad, and Richmond and Danville Railroad.

The regularity, safety, and cheaptess of this route commend it to the public as the most desirable commend it to the public as the most desirable nodium for carrying every description of freight. No charge for commission, drayage, or any expense of transfer. Steamships invure at lowest rates, and leave regu-arly from first wharf above Market street.

Freight received dally.
WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
W. P. PORTER, Agent at Richmond and City T. P. CROWELL & CO., Agents at Norfolk. 61

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMSOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE
FOR SAVANNAH, GA.
TONAWANDA, 556 tons, Captain Wn. Jennings,
WYOMING 850 tons, Captain Jacob Teal.
The steamship WYOMING will leave for the above port on Saturday, September 21, at 8 o'clock A.
M., from Pier 19 South Wharves.
Through passage tickets sold, and freight taken for all points in connection with the Georgia Central Railroad, William L. James, General Agent,
CHAS, E. DILKESS, Freight Agent,
No. 314 S. Delaware avenue,
Agents at Savannah, Hunter & Gammell, 4 11

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY LIFE,
The steamship PIONEER, SIZ tons, Captain J. Bennett, will leave for the above port en Thursday, September 19, at 8 o'clock A. M., from Pier 18 South Wharves.

Bills of lading signed at through and reduced rates to all principal points in North Carolina. Agents at Wilmington, Worth & Daniel,
WILLIAM I. JAMES, General Agent,
CHAS, E. DILKES, Freight Agent,
No. 314 S. Delaware avenue,

HAVANA STEAMERS. SEMI-MONTHLY LINE, CARRYING THE UNITED STATES MAIL,

PASSAGE TO AND FROM
BY STEAMSHIP AND SAILING PACKET,
AT REDUCED RATES,
DRAFTS AVAILABLE THE ROUGHOUT ENGLAND
IRELAND, SCOTLAND, AND WALES,

For particulars apply to
For particulars apply to
1AFSCOTTS, BROTHERS & CO.,
No. 26 SOUTH Street, and No. 28 BROADWAY,
11 Or to THOS. T. SEARLE, No. 217 WALNUT NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville Dalton, and the Southwest. alton, and the Southwest. Steamers leave regularly from the first wharf above

Market street.
Freight received daily.
WM. P. CLYDE & CO.,
No. 14 North and South Wharves
J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & Co., Agents at Alexandria, Vh.
61

OPPOSITION TO MONO
POLY, DAILY LINE FOR BALTI
MORE, via Chesapeake and Deia wart Canal.

Philadelphia and Baltimore Union Steamboat Compacy, daily at 2 o'clock P. M.

The Steamers of this line are now plying regularly between this port and Baltimore, leaving the second wharf below Arch street daily at 2 o'clock P. M. sundays excepted). Carrying all description of Freight as low as any other fine. handled with great care, delivered promptly, and forwarded to all points beyond the terminus free of commission.

Particular attention paid to the transportation of all description of Merchandise, Hoises, Carriages

For further information apply to
JOHN D. RUOFF, Agent,
5 162 No. 18 N. DELAWARE Avenue, FOR NEW YORK, VIA DELA ware and Raritan Canal.

Express Steamboat Company Steam Propellers leave Daily from first what I below Market street. Through in twenty-four hours. Goods forwarded to all points, North, East, and West, free of commission. Freight received at the lowest rates.

WM. P. CLYDE & CO., Agents, No. 14 South Wharves.

JAMES HAND, Agent, No. 104 Wall street, New York,

FOR NEW YORK.—SWIFTSURE Transportation Company Despatch and Swiftsure Lines, via Delawire and Karitan Canal, on and after the 15th of
March, leaving daily at 12 M. and 5 P. M., connecting
with all Northern and Eastern lines.

For freight, which will be taken on accommodating
terms apply to

terms, apply to WILLIAM M. BAIRD & CO., No. 122 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS,
The undersigned having lessed the KENSINGTON SCREW DOCK, begs to inform his friends
and the patrons of the Dock that he is prepared with
increased facilities to accommodate those having ves
sels to be raised or repaired, and being a practical
ship-carpenter and caulker, will give personal attention to the vessels entrusted to him for repairs.

Captains or Agenta, Ship-Carpenters, and Machinists
having vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedirs
Patent Metallic Composition" for Copper paint, for
the preservation of vessels bottoms, for this city, I am
prepared to furnish the same on reasonable terms.

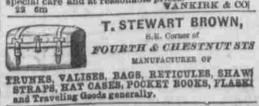
JOHN H. HAMMITT,
Kensington Screw Dock.

1 12 DELAWARE Avenue, above Laurel street.

912 ARCH STREET. —GAS FIXTURES, ETC.—VANEIRE & CO, would respectfully direct the attention of their friends and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELIERS, and ORNAMENTAL BRONZE WARES. Those wishing handsome and thoroughly made Goods, at very reasonable prices, will find it to their advantage to give us a call before purchasing elsewhere,

N.B.—Solied or tarnished fixtures refinished will special care and at reasonable prices.

22 6m



JAMES E. EVANS, GUN-MAKER, SOUTH Street, above Second, would call the attention of sportsmen to the choice selection of BURGES TROUT AND BASS SOES (a new assortment), Files, and all the usual selection of FISHING TACKLE in all its the until season branches.

Various branches.

HAND MUZZLE-LOADING GUNS altered to BREECH-LOADERS in the best manner, at the 710 ff

AUCTION SALES.

M C U L E L L A N D & U O O AUCTION ELERS. No. 806 MARK ET Birest.

AUCTION MERS. NO. 506 MARKET BUTCH.

SALE OF 1000 CASES HOOTS, SHOES, BROGANS, ETC.

On Thursday Morning.

Beptember 19, commencing at 10 o'clock, we will see
by catalogue, for cash, 1900 cases Men's, Boys', and
Youths' Hoots, Shoes, Brogans, Balmorais, ste.

Also, Women's, Missos', and Children's wear, to
which we would call the special attention of the
trade. JOHN B. MYERS & CO., AUCTIONEERE Nos. 232 and 234 MARKET Street.

LARGE PEREMPTORY SALE OF BOOTS, SHORE,
BROGANS, TRAVELLING BAGS, ETC.
On Tuesday Morning,
September 17, at 10 o'clock, will be sold, by catalogue, on four months' credit, about 2000 packages boots, above, balmorals, etc., of city and Easiers manufacture. Open for examination, with catalogues, early on morning of sale.

LARGE POSITIVE SALE OF BRITISH, FRENCH,
GERMAN, AND DOMESTIC DRY GOUDS.
We will hold a large sale of foreign and domestic
dry goods, by catalogue, on four months' credit,
On Thursday Morning,
September 19, at 10 o'clock, emeracing about per
packares and loss of staple and fancy articles.
N. B.—Catalogues ready and goods arranged for sxamination-early on the morning of sale.
100 PIECEs: OF SILES AND VELVETS.
Also, 100 pieces magnificat quality Lyons at boiled
black and colored tafferas, drap de France, gros
grains, gross du Rhin, etc.
Also, line Lyons black and fancy all silk velvels,

Also, line Lyons black and many at a land, line Lyons black and many at a land, line Lyons black and many morning.

September 20, at 11 o'clock, will be sold, by catalogue, on four mouths' credit, about 200 pieces of ingrain, Venetian, list, hemp, cottage, and rag carpetings, which may be examined early on the morning of the sale.

[9 14 54] M. s. FOURTH Street.

SALE OF REAL ESTATE AND STOCKS, September 17, at 12 o'clock, noon, at the Exchange will include: ARCH Street-No. 529. Business location. Large residence, 22% feet front, 288 feet deep to Cherry Street.
THIRTY-SIXTH and LOCUST—Southwest corner,
Modern residence; has all the conveniences; 140 feet Front, 202 feet deep,
B. CHMOND—No. 3234. Genteel dwelling and carriage house: 120 feet front, 15s feet deep,
SCHUYLKILL COUNTY, Pa.—Coal lands; 653 FIFTEENTH-No. 743, north of Catharine, Genteet dwelling.
QUEEN-Nos. 323 and 225. Two neat dwellings.
SPRUCE-No. 2217, modern residence.
SECOND-No. 444, south of Noble, store and dwell-

FRONT-Nos. 526 and 528, south of Green, two frame MERVINE-Nos. 614 and 616, two brick dwellings. WOOD-No. 1022 genteel dwelling. FIFTH AND POWELL-Northwest corner, tavern tend. VINE-West of Fifty-seventh, 200 feet front, 230 feet

leep.
FITZWATER-No. 2027, genteel dwelling.
TWENTY-FOURTH WARD-Near Filteenth et.,

TWENTY FOURTH WARD—Near Filteenth at., valuable lot.
FEDERAL—No. 2711, store and dwelling.
BROAD—No. 3623, extending through to Germantown road, dwelling and stable.
BANK AND OTHER STOCKS, LOANS, ETC.
1 share Mercantile Library.
2 \$500 Union League 6 per cent, bonds.
10 shares Horticultural Hall, par \$50.
12 shares Philadelphia and Southern Mall Steamship Company, par \$280.
35 shares Philadelphia National Bank.
46 shares Southwark National Bank.
46 shares North America National Bank.
18 shares First National Bank.
18 shares First National Bank.
2350 Pennsylvania State Loan, 1867, 10 and 15.
\$500 Camden City (N. J.) 6 per cent, ioan.
8500 Philadelphia City 8s, new loan, clear of taxes.
123 shares Pennsylvania Salt Manufacturing Company.

pany.
13 shares Steubenville and Indiana Railroad. 200 shares Empire Transportation Company. 200 shares Union Transportation Company. 30 shares Southern Transportation Company. 61 shares Southern Transfer Company. 61 shares Union Transfer Company. 100 shares Green and Coates Streets Passenger Rait-

way Company.
\$1000 Bond Green and Coates Streets Passenger Railway Company, 7 per cent., January and July.
30 shares Willow Grove and Germantown Plank
Road. 30 shares withow of Music, with ticket.
5 shares Academy of Fine Arts.
1 share Academy of Fine Arts.
2 shares Ocean Steam Navigation Company.
50.0 First Mortgage Coupon cond of the Susquebanna Steam Lumber and Lath Mills.
For account of whom it may concern:—
400 shares American Anti-Incrustration Company.
PEW.

Pew No. 43 Arch Street Presbyterian Church.
Catalogues now ready.

J. M. GUMMEY & SONS, AUCTIONEERS,
No. 508 WALNUT Street.

Hold Regular Sales of
REAL ESTATE, STOCKS, AND SECURITIES AT
THE PHILADELPHIA EXCHANGE.
Handbills of each property issued separately.
1000 catalogues published and circulated, containing
full descriptions of property to be sold, as also a partial list of property contained in our Real Estate Register, and offered at private sale.
Sales advertised daily in all the daily newspapers. PANCOAST & WARNOCK, AUCTIONEERS.

BANKRUPT STOCK.
By Order of United States District Court, will be Sold,

Sept. 18, 1867, at 21/2 o'clock, A. M., on the premises
No. 124 South Eleventh sireet, the lease, goodwill, and
fixtures of stere.

Also, at 10 o clock, A. M. at No. 240 Market street,
the Stock of a city retail Dry Goods Store, comprising a general assortment of dry goods and notions.

LARGE POSITIVE SALE OF 900 LOTS AMERICAN AND IMPORTED DRY GOODS, EMBROIDERIES, LINEN AND HOSIERY GOODS, MILLINERY GOODS, ETC.—By catalogue,
On Wednesday morning.

September 18, commencing at 10 o'clock, [9 14 34

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street; rear entrance No. 1107 Sansom

LUMBER,

1867. SELECT WHITE PINE BOARDS
AND PLANK.
44, 84, 64, 64, 2, 2½, 3, and 4 inch
CHOICE PANEL AND 1st COMMON, 16 feet long.
44, 8-4, 2, 2½, 3, and 4 inch
WHITE PINE, PANEL PATTERN PLANK,
LARGE AND SUPERIOR STOCK ON HAND.

LARGE AND SUPERIOR SPOCK ON HAND,

1867. BUILDING! BUILDING
LUMBER! LUMBER! LUMBER!
44 CAROLINA FLOORING,
54 CAROLINA FLOORING,
64 DELAWARE FLOORING,
64 DELAWARE FLOORING,
WHITE PINE FLOORING,
WHITE PINE FLOORING,
SPRUCE FLOORING,
SPRUCE FLOORING,
SPRUCE FLOORING,
BPRUCE FLOORING,
STEP BOARDS,
RAIL PLANK,
PLASTERING LATH,

1867. CEDAR AND CYPRESS LONG CEDAR SHINGLES, SHORT CEDAR SHINGLES, COOPER SHINGLES, FINE ASSORTMENT FOR SALE LOW, NO, 1 CEDAR LOGS AND POSTS, 1867. LUMBER FOR UNDERTAKERS LUMBER FOR UNDERTAKERS LUMBER FOR UNDERTAKERS

1867. ALBANY LUMBER OF ALL KINDS, SEASONED WALNUT, DRY POPLAR, CHERRY, AND ASH, OAK PLANK AND BOARDS, MAHOGANY,

ROSEWOOD, AND WALNUT VENEERS. 1867. CIGAR-BOX MANUFACTURERS. SPANISH CEDAR BOX BOARDS.

1867. SPRUCE JOIST! SPRUCE JOIST!

FROM 14 TO 22 FEET LONG.

SUPERIOR NORWAY SCANTLING.

MAULE, BROTHER & CO.

11791 No. 2500 SOUTH STREET.

U. S. BUILDERS' MILL, ROS. 24, 26, AND 28 S. FIFTEENTH ST.

ESLER & BRO., Proprietors. Always on hand, made of the Best Seasoned Lumber at low prices, WOOD MOULDINGS, BRACKETS, BALUSTERS, AND NEWELS,

Newels, Balusters, Bracket and Wood Mouldings. WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS, Walnut and Ash Hand Railing, 3, 314, and 4 inches, MOULDINGS to order.

J. C. PERKINS,

LUMBER MERCHANT, NO. 824 CHRISTIAN STREET. Constantly on hand a large and varies, assortment of Building Lumber.